

NEW ZEALAND CITIES

WELLINGTON

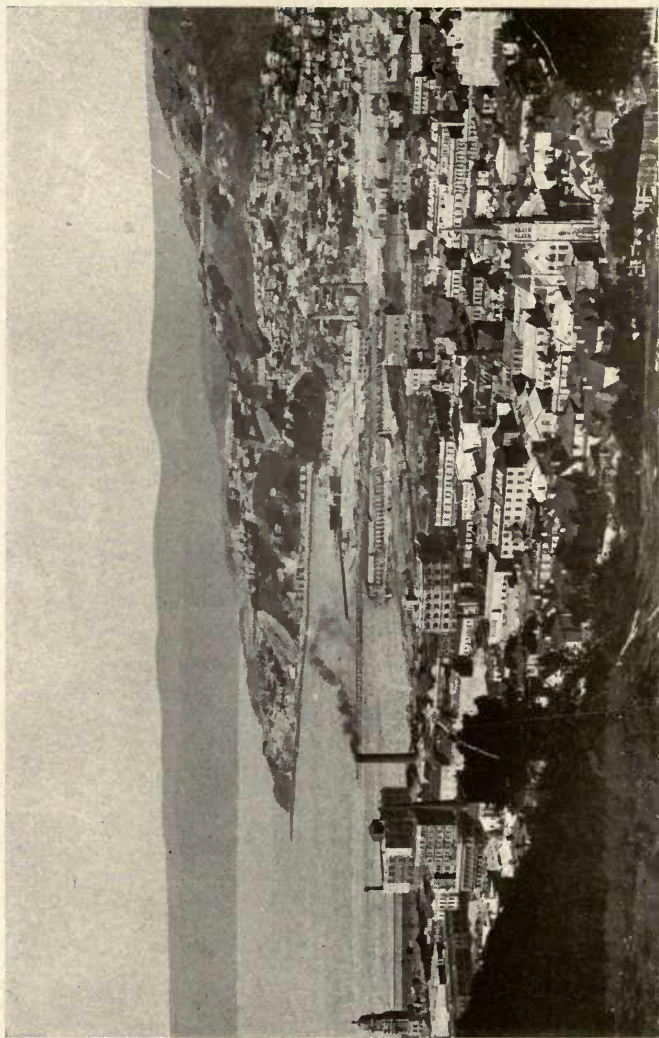
THE
CITY OF WELLINGTON.

WELLINGTON.

Here, where the surges of a world of sea
Break on our bastioned walls with league-long sweep,
Four fair young queens their lonely splendour keep,
Each in a city throned. The first is she
Whose face is arrogant with empery ;
Her throne from out the wounded hill-side steep
Is rudely fashioned, and beneath her creep
The narrow streets, and, stretching broad and free,
Like a green-waving meadow, lies the bay,
With blossom-sails and flower-wavelets flecked
Elate she stands ; her brown and windblown hair
Haloes a face with virgin freshness fair,
As she receives, exuberant, erect,
The stubborn homage that her sisters pay.

—ARTHUR H. ADAMS,

“The Four Queens” (in *“Maoriland and Other Verses”*).



Te Aro, from Kelburn

-Huterley, photo.

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NEW ZEALAND CITIES

WELLINGTON

BY

CHARLES WILSON

Suprema a situ.



Auckland, Christchurch, Dunedin and Wellington, N.Z.
Melbourne and London:

WHITCOMBE & TOMBS LIMITED

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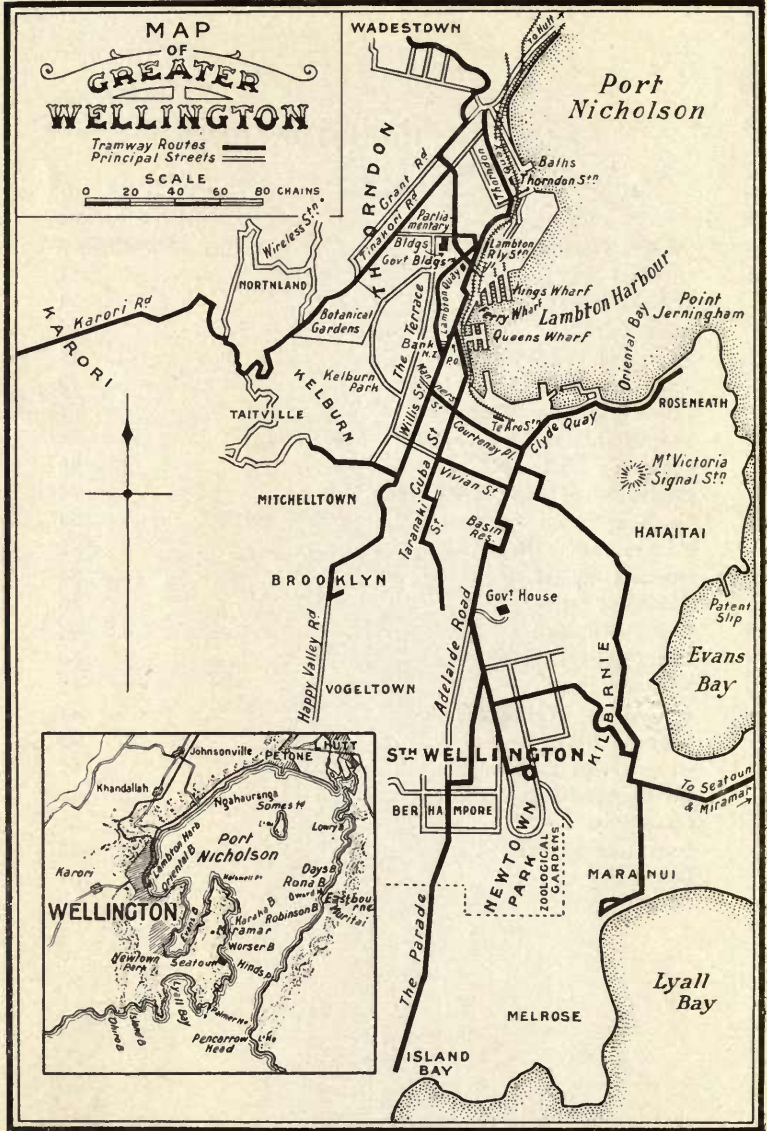
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MAP OF GREATER WELLINGTON

Tramway Routes
Principal Streets

SCALE
0 20 40 60 80 CHAINS



THE CITY OF WELLINGTON.

First impressions, though at times subject to a revision properly dictated by extended experience, are proverbially the most lasting. Given a clear day, a bright sky, a not too robustious ocean, and an observant and receptive eye, the first impressions of the visitor who reaches Wellington by its watergate are such as must surely remain a pleasant memory. After what is too often the strenuous passage of Cook Strait, the lighthouse which stands on Pencarrow Head, at the entrance to Port Nicholson, must come, to quote a once familiar advertisement, as "a boon and a blessing to men."

Pencarrow Light! Set proud and lone,
Where the sea and the grim rocks meet,
Where the fierce sou'-easters thrash and moan,
And the steam propellers beat . . .

So sings one of the most tuneful of our New Zealand poets, Mr. Will Lawson, and no doubt, when night closes in and

Palliser flashes her starry twins,
The Brothers reel recklessly round,
Campbell Light sits in the dark and spins,
Wairau turns close to the ground,

there is a certain special joy—plus some relief—when Pencarrow,

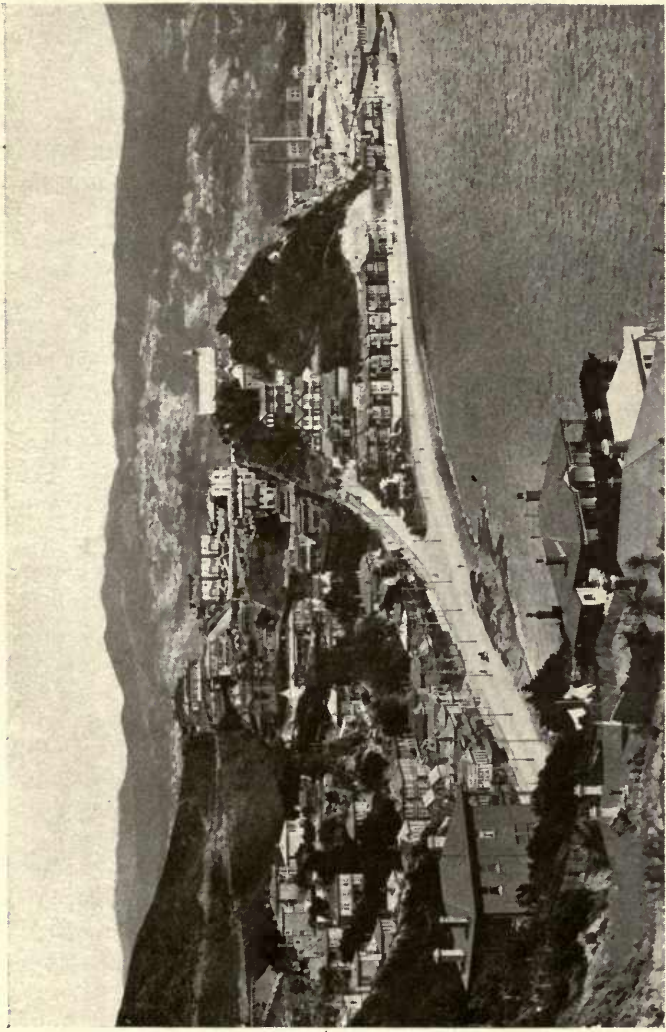
Calling the ships from the angry south,
eries

Hither, come hither, and rest,
Here, where I stand at the harbour's mouth,
Calling them in from the west.

Past Pencarrow, past Barrett's Reef, an ugly line of black rocks, named from "Dicky" Barrett, the

rough, sturdy whaler, who played a modest but important rôle in the early settlement of Port Nicholson, the steamer runs into smoother water. Seatoun and Karaka Bay, popular summer resorts of Wellington's citizens, lie to the left, with pretty bungalows giving a touch of colour to the bareness of the low hills. Rounding Point Halswell, where big guns are emplaced, guarded, and ready should occasion demand, to be fired by gunners of the New Zealand Permanent Artillery, the steamer crosses the northern end of Evans Bay.

The city is now in partial view, and comes into full sight as the vessel rounds Point Jerningham, and leaving Oriental Bay on the left, makes straight for her berth at the Queen's Wharf. At night the circling town lights provide a scene of fairy-like beauty. By day, it may be, the city is too often wreathed in smoke to afford a *coup d'œil* as attractive as might be desired. Given, however, a clear day, with the Tinakori Hills, which shut in the city like some line of frowning battlements, free of mist or haze, and the spectacle from the steamer's deck is one which must surely impress the least imaginative mind. The splendid expanse of water, deep enough to allow of ocean-going vessels being brought right up to the wharves, into the very heart, as it were, of the city; the scores upon scores of steamers and craft of all kinds, which throng the wharves; the imposing rows of fine warehouses along the water-front; the snug, garden-embowered residences which crowd the lower slopes of the hills; the many evidences of a busy city life which present themselves as the visitor's vessel nears its berthing place—all combine to convey an impression of the importance and prosperity of the capital of the Dominion.



Oriental Bay

Aiterley, photo.



Libram out of pocket

Suprema a situ is the proud motto of the Wellington City Corporation. It is singularly appropriate. For whatever advantages, whatever attractions in their natural features may be boasted by Auckland, Christchurch and Dunedin, the geographical position of Wellington clearly marks it out for special political, commercial and industrial prominence. Years ago, moved by a quite pardonable jealousy, over a change in the seat of government, a certain sarcastic Aucklander is said to have contemptuously styled Wellington "An insignificant fishing village on Cook Strait." Later on, however, another Aucklander, reputedly eccentric, but shrewd and long of vision, predicted that Wellington would always prosper as the "Corner Shop" of the colony. The "Corner Shop" it is to-day, and more surely and soundly established than ever. It may not possess an immediate hinterland of fine agricultural country, such as must ever contribute to the prosperity of Christchurch and Dunedin, or command such an extensive coastal region as that from which Auckland derives such permanent and substantial advantage. But Wellington is the natural centre, not only of the Dominion as a whole, but of the maritime commerce of great and prosperous districts, such as Nelson, Marlborough, and Westland in the South Island, the splendidly productive West Coast district, the Wairarapa, and the western portion at least of Hawke's Bay in the North. Tributary ports help to swell Wellington's own special prominence as a shipping centre. A swift ferry service affords speedy connection with the South Island. Railway communication brings it into convenient touch with all parts of the North Island. For quite half the length of

the Main North Trunk Line, the adjoining region contributes to the importance and opulence of the capital city; Napier, Wanganui and New Plymouth are within easy reach, whilst frequent steamer communication with Picton, Nelson, Westport and Greymouth helps to swell the trade of the port and city. From all parts come customers to deal at the "Corner Shop."



Willis Street

Aldersley, photo.

Perhaps it is this constant contribution of outside commercial activity, together with the special advantage the city derives from being the port of first arrival and final departure of so many mail steamers and ocean going vessels generally, that helps to invest Wellington with a certain air of cosmopolitanism which is often noticed and commented upon by tourists as being absent from other centres of the Dominion. The almost stolid gravity

of Dunedin, the curiously ecclesiastical and academic atmosphere of Christchurch, the stalwart American-like local patriotism, reflected in the very air of Auckland—all these have but slight counterpart in Wellington. The dominant note in its commercial life is a cheerful hustle and bustle; in its social life, one of a genial Philistinism. It is a city more city-like, according to European ideas, than its three sisters, a city where there is little trace of "Little Peddlington" pomposity and pride, a city which from the peculiarly wide scope of its shipping and commercial interests, can never be unduly self-centred in its corporate or individual affairs, but is destined more and more, as the years pass by, to be the home of a broad-viewed, open-minded people, ever ready to welcome the stranger within its gates—with, perhaps, a special welcome for the stranger who brings business with him. To the making of the Greater Wellington of to-day many able and enterprising men, formerly resident in other parts of the Dominion, have largely contributed. Great business firms, formerly having their headquarters in other cities, have been induced by the special advantages offered by "The Corner Shop" to make Wellington the central point of their activities. In this way the city has gained residents who have not only given substantial assistance in the building up of its material prosperity, but have played an equally valuable rôle in the intellectual, moral and social development of the capital. To these men, and they are many, Wellington owes a debt of gratitude difficult to over-estimate.

Although there is still much to be desired, from an artistic point of view, in Wellington architecture, the city, with its centenary, be it not forgotten, still

some years ahead of it, has fair reason to be proud of its public and commercial buildings, and the homes of its well-to-do citizens. Through fear of earthquakes, or rather, it would be more correct to say, through delay in grasping the fact that brick and stone buildings are not necessarily dangerous, if properly braced, in a city where earth tremors are not unknown, Wellington has been somewhat slow in emerging from its earlier stage of all wood houses. Every year, however, that passes, witnesses the erection of new fine blocks of Government offices, public buildings and handsome business edifices. Upon the narrowness of certain streets visitors who are ignorant of or who forget the fact that so large a section of the city is built upon land won from the waters of the harbour, are apt sometimes to wax mildly satirical. Street widening, however, now occupies a prominent place in the general policy of progression pursued by the municipal authorities, and as time goes on, though it must always be handicapped by the close proximity of hills and the sea, the aspect of the city streets and the style of its buildings will be more worthy of the splendid natural picturesqueness of its situation.

Meanwhile Wellington can boast the possession of a main artery which alike in length and breadth (save for a few hundred yards of enforced narrowness) is no mean rival of some of the most famous streets of the Australian cities. Lambton Quay—the street owes its name to that given to the adjoining part of the harbour—is a thoroughfare which presents many attractive features. It has shops which would do credit to European cities of infinitely greater size than Wellington; it has banks, public and business buildings alike imposing and dignified. But what makes “the Quay,” by older

generations of Wellingtonians familiarly called "The Beach," so eminently attractive to the visitor is the constant stream of traffic, vehicular and pedestrian, which flows along by day and by night. The Quay is at once Wellington's main shopping and business centre and promenade. It is characteristic of this hustling, bustling city as George Street is of Sydney, or Collins Street is of Melbourne. It is the Wel-



Aldersley, photo.

Bank Corner (corner of Willis St. and Lambton Quay)

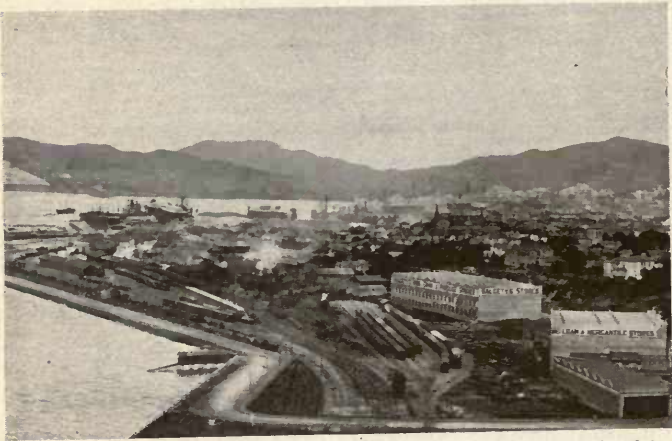
lington Cheapside, Strand, and Regent Street in one curious and fascinating combination.

As to the picturesque beauty of the general panoramic views of city and harbour to be gained from the uplands more may be said in a later chapter, entitled "Walks and Drives." Here, however, it may be remarked that no visitor to Wellington, be his sojourn that only of a few hours,

should omit from his itinerary a trip by the Kelburn-Karori cable tram which, starting from a central point on Lambton Quay, runs up to the Kelburn plateau, where a kiosk tea room offers opportunity for light refreshments. From the Kelburn heights a view of truly superb beauty may be obtained. Comparisons are proverbially "odious," but with all due justice done to the placid beauty of the view from Mt. Eden in Auckland, and the quiet charm of that to be obtained from the hills behind Dunedin, it is safe to say that to let the eye dwell for a few moments upon the grandeur of the hill-encircled harbour of Port Nicholson is an experience which, once gained, will not readily fade from the memory.

Wellington enjoys climatic blessings which might well be envied by many of the world's capitals. Extremes of temperature are rare indeed, the annual mean temperature being 55·25° F. There are, it is true, many very hot days in summer, but the heat is never of that distressingly "muggy" character which too often makes a summer's day in Sydney or Auckland a veritable penance. The spring days are full of a stimulating freshness which makes mere living a joy, and the Wellington autumn usually provides an agreeably gradual descent into the rigours of winter, if rigours, in view of the comparative mildness of the winter, be a fair term to use at all. Snow is practically unknown save as it is sometimes to be seen on the coastal range and the Rimutakas, and although a "southerly buster" is an occasional trial, its duration is but brief. Fine sunny days and a clear and crisp cold atmosphere as night closes in are the regular features of a Wellington winter. The popular delusion, outside Wellington, that the city

is, as it were, a prominent "Cave of the Winds," that the blasts of an over-rude, indeed quite truculent, Boreas roar day and night through the city streets and sweep across its hilly bastions dies hard. One still encounters, in the snippet class of periodical invented by Lord Northcliffe, or in the professedly humorous press of Australia, that hoary old joke, that "wheeze" as ancient almost as the Wellington hills, that a Wellington man may be recognised the wide world over by a trick of sud-



Thorndon water-front, from Wadestown Hills *Aldersley, photo.*

denly jerking his right hand to his hat as he approaches a street corner. To contend that the city has less than its due share of wind would be absurd. Its situation, on Cook Strait, that gut between the two sections of the Pacific which the North and South Islands divide for so many hundred of miles is no doubt, a powerful contributing factor, and the high ranges in the immediate interior also play a part in the centring on the shores of Port

Nicholson of a very liberal allowance of sturdy breezes. But, taken "by and large," as Mark Twain's pilot put it, the prevalence and strength of such winds as occasionally too jauntily besport themselves in the Empire City are absurdly exaggerated. And even if, at times, our "gentle zephyrs" do develop into a full blown, gusty, even roaring gale, there is this much to the credit of our blustering visitor, that it keeps the city sweet and



Cuba Street

Aldersley, photo.

wholesome, invigorates the body and is responsible no doubt very materially for the fact that the healthy, sturdy appearance of the younger generation is a byword of which the citizens may well be proud. The lowness of the death rate of Greater Wellington is the best testimony to the geniality and salutary effect of its climate.

An occasional—of late years, happily, a very occasional—earthquake affords the citizens of Wel-

lington an experience they would very willingly forego. In the early days, of which more anon, of the Port Nicholson settlement, earthquakes were far more frequent, and more than one was of some severity. But the earthquake, really a mere earth tremor, of recent years, comes and goes without either seriously affrighting the citizens or doing much more damage than the stopping of a few clocks or making the ladies of the household grumble over a picture or two getting out of strict regularity on the walls. The average Wellingtonian certainly never holds a "shake" in such dire fear as those hinted at by a highly imaginative professorial poet of Christchurch, who writes:—

Very faint applause
Greets here the prophet who, with bated breath,
Tells how the earthquake-throe must surely cause
Her dissolution—sudden, ruinous death,
Boding that daily vow she nearer draws
To that fell plunge into the wave beneath.

As a matter of fact, the average Wellington "shake" is of so mild and modest a character that it is much more commonly productive of humorous than of fearful comment. Nevertheless, prudence wisely ordains the strengthening of brick and concrete buildings with steel wire, and all due precautions are made imperative by carefully drawn by-laws affecting the construction of new edifices in the city.

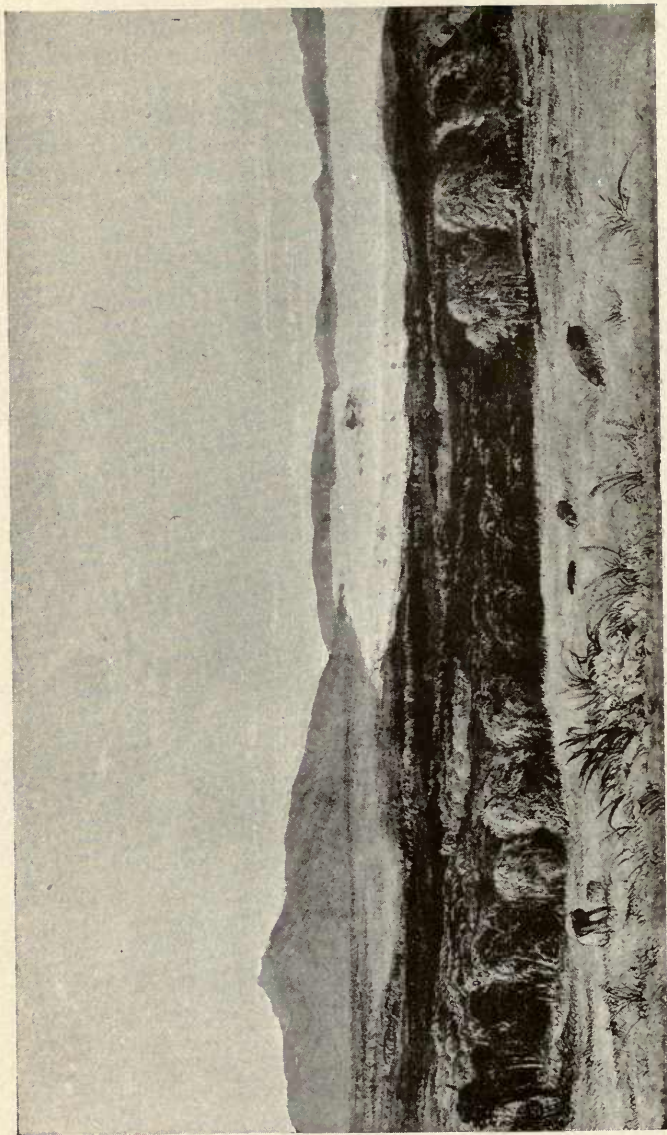
WELLINGTON IN THE EARLY DAYS.

Wellington owes its birth to the New Zealand Company, formed in 1839, by the famous Edward Gibbon Wakefield, than whom no Englishman of his day had a finer, bolder conception of the art of colonisation. It was in September, 1839, that the first of the Company's ships, the *Tory*, a vessel of some 400 tons, anchored in Port Nicholson. Colonel William Wakefield, his nephew, the erratic but brilliant Edward Jerningham Wakefield, and a handful of officials were the only passengers. The party's objective was the purchase from the Maoris of lands upon which to settle intending immigrants. The first of the Company's ships to bring immigrants, the *Aurora*, reached the harbour on January 22, 1840, henceforward duly honoured as Anniversary Day. A surveying vessel, the *Cuba*, had preceded the *Aurora* by a little less than three weeks. The names of all three ships, with those of such later arriving vessels as the *Oriental*, *Adelaide*, *Duke of Roxburgh*, *Glenbervie*, *Bolton*, *Coromandel*, and *Brougham*, have all found commemoration in the street nomenclature of the city. It was at Petone that the Company's surveyors planned out the first town, to be named Britannia, but wiser counsels prevailed and the infant settlement was soon transferred "lock, stock, and barrel" to a more promising location on the shores of Lambton Harbour, so called after the Earl of Durham (family name Lambton), who was Chairman of Directors of the New Zealand Company. A few European traders, whalers and beach-combers had previously



Edward Gibbon Wakefield

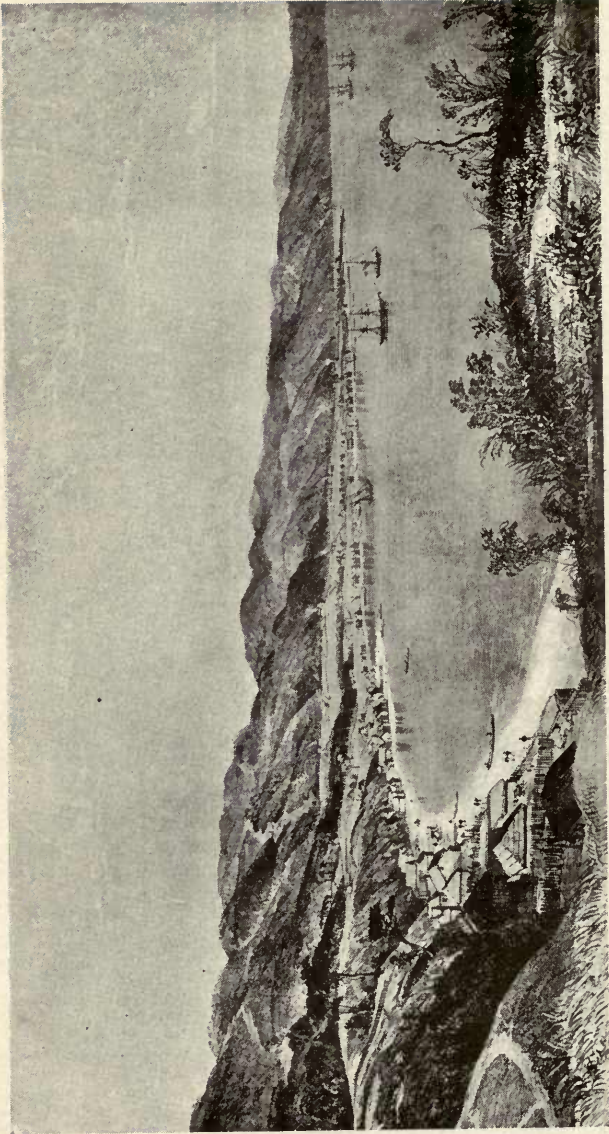
constituted the scanty and intermittent white population on the shores of Port Nicholson, but now there speedily sprang into existence a permanent, well ordered community, many of whose members were men, not only of considerable personal enterprise but of good family and superior education. Constituted officialism, stationed at Auckland, and personified in the well meaning but weak and incompetent Lieutenant-Governor, Captain Hobson, and his notoriously bumptious subordinate, Willoughby Shortland, Colonial Secretary, regarded the new settlement and its founders with no very favourable eye. The Wellington settlers formed an Association, and agreed to a form of local government which, so the Lieutenant-Governor held, clashed with the properly constituted authority of the Crown. Into the long series of disputes and quarrels between Hobson and the Company, and the settlers we cannot go. Suffice it to say that "Sancho Panza Shortland," as some local wit of the day nicknamed the Hobsonian satellite, was suddenly despatched to Port Nicholson, there to proclaim to a by no means intimidated and much amused public that all persons holding office in the local government formed by the settlers—the "illegal association" it was styled in the official pronouncements,—were at once displaced. Wisely the leading settlers ignored Shortland's somewhat provocative manner, matters were calmly explained, and the clouds blew over. The Lieutenant-Governor was duly informed by the settlers that they were quite surprised at the false interpretation placed upon their quiet, innocent actions, an intentionally or designedly sarcastic note being also sounded in the expression of the settlers' feeling that sooner or later Wellington must be the seat of government. In the planning



Port Nicholson, from hills above Petone, 1840

of the town certain valuable sections of land "had been set aside for the convenience of the public offices and the personal accommodation of the Governor." That very astute gentleman, Colonel Wakefield, himself acted as the settlers' mouthpiece and was well received by Hobson. The latter, however, had fixed the capital at Auckland, and Wellington had to wait until 1863 before she gained the advantages accruing from being the seat of government, advantages to which her central position and other just claims had so long entitled her. Eventually, in October, 1842, municipal government was established at Wellington, but the Ordinance under which the Corporation was established was disallowed by the Colonial Office, and from 1843 to 1870 Wellington was merely a Town Board District, in the latter year the City being reconstituted a Borough.

Wellington of to-day owes much to the energy and enterprise of its founders. The difficulties and obstacles with which the early settlers had to contend were many and formidable. But the community for the most part consisted of men and women of pluck and determination. Settlement, at first confined to the narrow strip of land along the water-front, soon spread up the lower slopes and into the gullies of the hills. Mud-walled and raupo-thatched whares gave place to commodious wooden houses. Substantial stores, predecessors of the palatial warehouses of to-day, went up all along the harbour front, wharves and jetties increased in number and were enlarged, until, as may be seen by some of Mr. Brees's interesting lithographic views of Wellington in 1843, the city presented a busy and thriving appearance, of happy augury for its future importance and prosperity.



Thorndon Flat, Wellington, 1843

The early settlers were, on the whole, a sociable, genial folk who recognised the value of good fellowship and mutual assistance. The social amenities were carefully fostered. Even in the all too brief sojourn at Petone, a club, the Wakefield Club, was established, the entrance fee being fixed at the substantial amount of £25. Later on came balls—some held at Barrett's Hotel, the first and most famous of Wellington hostelries, others in a hall at the Te Aro end. Regattas too were held early in the history of the settlement, and the inevitable race meeting became a popular fixture. In those days the settlers trained and for the most part rode their own horses. The "tote" was of course unknown, and the stakes were such as the lordly sportsmen of to-day would contemptuously despise. But the riding was straight, the sport clean and good and it is very doubtful whether the splendidly equipped Trentham course of to-day witnesses scenes of genuine amusement such as were witnessed on the Petone Beach in October, 1842, when Mr. Watts' ch. h. Figaro won the "Sweepstake of ten guineas each, gentlemen riders, heats of one mile and three-quarters," Mr. Molesworth's blk. h. Calmuck Tartar being second, and Mr. Virtue's gr. g. Marksman third, owners up in each case.

With the Maoris in the Heretaunga and Hutt Valley and at the Pipitea and Te Aro pas the settlers were for some time on very friendly terms. After the Wairau massacre, however, and the leniency extended to the murderers, the natives for a while got badly out of hand. European owned lands at the Hutt were seized by armed Maoris and the openly warlike proceedings of Rauparaha and his lieutenant, Rangihaeata at Porirua and elsewhere naturally caused great alarm.

Of the military operations by the Europeans, in which the old Sixty-Fifth or "Royal Tigers" were prominent, an interesting account is given by Captain W. Tyrone Power in his "Sketches in New Zealand," published in 1849. Power was stationed



Courtyard of Pipitea Pa, Wellington, 1843

for some time at Porirua, Rangihaeata and his followers then occupying a strongly fortified *pa* at Pahautanui, whither he had retired from the Hutt Valley. There was a little fighting in the Horo-

kiwi Valley but the trouble was finally dispelled by Governor Grey's energetic action in 1846 in sending H.M.S. *Driver* to Porirua and seizing Rauparaha. Rangihacata held out for some time in the Horokiwi



Te Rauparaha

but eventually retired to his pa in the Lower Manawatu. Wellington had never after any fear of invasion, by the Maoris at least.

The dress of the British officer on service in New Zealand in the early days was certainly more serviceable than conventionally elegant. Power describes it as consisting of a blue serge suit, coarse linen trousers, hob-nailed boots, and a cabbage-leaf hat or cap. The military element was never very prominent in Wellington in the early days, the native troubles occurring so far inland.

No account, however brief, of Wellington's early history would be complete without some reference to the two earthquakes of 1848 and 1853 and the great fire of 1879. The first earthquake brought down almost every brick chimney in the town, and wrecked houses were numerous, building in brick thenceforward for many years being prudently eschewed. Naturally the settlers were greatly alarmed. Some, more frightened, and having more ready money at their command than their fellows, hastily chartered a small brig then in the harbour and started, it is said, for Sydney. The vessel, however, went aground near the Heads and the fugitives had to return to town, there to be unmercifully chaffed by their acquaintances. The earthquake of 1853 had a permanent and, curiously enough, beneficial effect on the city, for undoubtedly it raised the whole coastline and dried up the huge swamp area at the Te Aro end of the settlement, an area which extended right up what is now a pleasant public resort, the Basin Reserve, but was then a small lake, and also rendered possible those extensive reclamation enterprises which have added so considerably to the available building space of the city.

There was more than one destructive fire in the early days of the city, but for its first really big blaze Wellington had to wait until 1879. On



Te Aro Flat, Wellington, 1843

This view covers about the same district as post picture

Sunday, the 15th March, in that year what is generally alluded to as the Opera House Fire broke out. Starting in the first of Wellington's three Opera Houses it spread with terrific speed, destroying the Working Men's Club, the Te Aro branch office of the Bank of New Zealand, two well known inns, the Royal Oak and the Nag's Head, a Market Hall, the Wesleyan Church, and a host of shops, stores, and other buildings. Not until three blocks had been destroyed and an area of about ten acres devastated was the fire extinguished, the total damage being estimated at over £100,000. Other notable fires have occurred in later years but to the older generation of Wellingtonians the Opera House Fire is still an awesome memory.

WELLINGTON'S HARBOUR.

Port Nicholson was the name originally given by the Europeans to that noble expanse of water which the Maoris called Whanganui-a-tara. The question has never been definitely settled as to whence the name Port Nicholson is derived. Edward Wakefield in his "Adventure in New Zealand" declares the harbour was so called by the captain of a Sydney trader who gave it the name of his friend, the then harbour master at Port Jackson. Another theory is that the name was that of a harbour master at an English port. In the early days of the settlement Port Nicholson was conveniently if somewhat irreverently abbreviated into "Port Nick," the Maori version of which was Poneke. The official name, for the whole of the splendid haven into which pour the waters of the Heretaunga, or Hutt River, is Wellington Harbour. That portion of the harbour around which the city is built is, however, officially known as Lambton Harbour. The Harbour is at once Wellington's proudest and most valuable possession. In full sunlight, or when the changing hues of sunrise or sunset are reflected upon its splendid expanse of water Wellington Harbour is a joy to the artistic eye. As a commercial asset its value is inestimable. Here could ride, in perfect safety, the whole British Fleet, for the harbour has an area of some 20,000 acres, the depth varying from six to fourteen fathoms. No strong current impedes the entrance of vessels; the rise and fall of the tide only varies from two feet six inches to four feet six inches;

there is ample and safe anchorage, and a sufficiency of deep water right up to the wharves to allow of the largest vessels manœuvring and berthing without difficulty. The ingenuity, enterprise and industry of man has nowhere in New Zealand more wisely and efficiently supplemented the good gifts of nature than has been the case with Wellington Harbour. The long series of the wharves and the conveniences for working the largest vessels which have been provided by the Harbour Board, an institu-



Queen's Wharf

Alderley, photo.

tion of which every Wellingtonian is justly proud, easily surpass anything of the kind to be found, not only in the Dominion, but throughout the Southern hemisphere. Discharging and loading operations are conducted with exceptional speed, and the arrangements for storage and delivery are well planned. From the earliest days Wellington has always had a shipping trade of the highest importance and value. Blunt-bowed, stumpy, but stout

little whaling brigs came hither in the forties and fifties; others traded with Sydney. Smart serviceable schooners "ran" such coastal trade as existed. Stout barques, rarely over 500 tons, brought out the earlier immigrants. Later on came the splendid iron clippers of the New Zealand Shipping Company's and Shaw Savill Company's fleets. Finer built, more liberally manned vessels than these never ploughed the sea. But few remain in the New Zealand trade, the vessels having, for the most part, been sold to foreigners.

Steamers displaced them and the day of the passenger "sailer" seems to have departed never to return. The era of steam commenced for Wellington in the earlier fifties. Small "hookers" valiantly defied the stormy sea along the coast, and in the pre-railway days did an extensive passenger business. Large steamers gradually appeared. The Panama mail boats were regarded, for a time, as providing the last possible note of luxurious sea-travelling. The great Union Steamship Company's fleet, commencing from humble beginnings, gradually sprang into existence, and travel between Sydney and Wellington became less of a penance. With the advent of the frozen meat trade began a period of hitherto undreamt of extension of Wellington's shipping trade and the facilities provided for its accommodation. The management of the harbour was first entrusted to a separate body in 1880, the Queen's Wharf, still the great centre of shipping activities, having been previously managed, first by the Provincial Council, next by the City Corporation, and, for a time, leased to firms of wharfingers. At first this new Board only controlled the Railway Wharf and the adjacent breastwork at Waterloo Quay, but in October, 1881, control of the Queen's

Wharf Bonded Warehouse was taken over from the City Corporation. Wellington has been singularly fortunate in the gentlemen who have acted as Chairmen of its Harbour Board or held responsible official positions in connection therewith. Amongst the earlier Chairmen were William H. Levin, Edward Pearce and John Duthie, all three men of exceptional administrative ability.

The first secretary was Mr. H. M. Lyon, well known also, for many years, as Secretary of the Wel-



The Post Office, as seen from Queen's Wharf *Aldersley, photo.*

lington Racing Club. In 1884, Mr. William Ferguson was appointed Secretary and Treasurer, acting also as the Board's engineer. Mr. Ferguson remained in office until 1908 and it is safe to say that it is very largely due to his conspicuous ability as an engineer, his never tiring industry as an organiser and administrator, and his keen grip of the future possibilities of Wellington's shipping trade that the port of Wellington enjoys such a

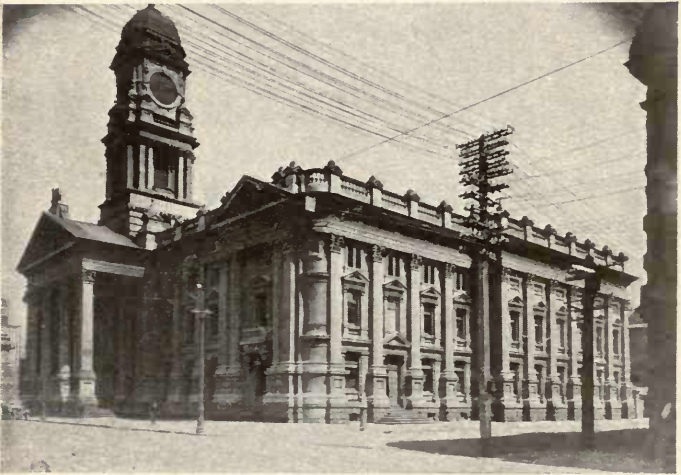
good name to-day in the shipping world. In the installation of a system of hydraulic haulage, the extension of the wharves, and many other directions the services of Mr. Ferguson to the port of Wellington can never be over estimated. Mr. Ferguson, who now directs the affairs of the Wellington Gas Company, was succeeded by Mr. H. E. Nicholls as Secretary. Mr. James Marchbanks is now the Board's engineer.

The development of Wellington's shipping trade has been something phenomenal. In 1882 the number of vessels arriving at the Port of Wellington was 1473 of a net register tonnage of 344,814. For 1915, the corresponding figures were 3,442 and 3,153,071. Equally eloquent are the statistics relating to goods passing over the wharves. During the year 1914-1915 no less than 3,293,922 tons of inward foreign cargo was handled, 3,536,510 tons of coastal cargo, 173,556 tons of coal, and close upon eleven million super feet of timber. Under the heading of Transhipments we find close upon three million tons of general goods and nearly the same number of bales of wool. During the same period the Board's staff handled, in outward cargoes, close upon three million bales of wool, hemp, etc, and 867,000 tons of frozen meat, butter, tallow, etc. The figures for Outward coastal traffic are correspondingly heavy. When we add that the Board's assets, in September, 1915, were estimated at £1,431,412, it will be seen how stupendous is the volume of business controlled by this admirable institution.

In extending the facilities of the Port the Board displays a never-ceasing activity and enterprise. New wharves are being constructed, new areas reclaimed from the harbour. Ever is the Board's motto: "Progress, progress, always progress."

SOME MUNICIPAL AND OTHER PUBLIC INSTITUTIONS.

Wellington has good reason to be proud of its Municipal and public institutions generally. With a population of over 73,000, (March 31st, 1918) the city



The Town Hall

Aldersley. photo.

has a capital value of over twenty millions, and an unimproved value of over eleven millions. In keeping with its importance are its principal civic institutions. The Town Hall, a handsome and commodious building, was erected in 1902 at a cost of nearly £80,000, and contains a main hall 150 feet long by 75 feet wide and 52 feet 6 inches high, providing accommodation for about 3000 persons. A Concert

Hall 62 feet long by 46 feet wide, with seating accommodation for about 600 people, and a handsome and commodious Council Chamber are features of the building, which also provides the usual office accommodation. In the Main Hall is placed a superb organ, one of the largest and most powerful in the Southern hemisphere. The stops number 57, with 276 notes, the pipes 3189. Organ recitals are regularly given by Mr. Bernard Page, the City Organist.



The Public Library

Aldersley, photo.

The Municipal Library system is extensive and well organised. The Central Library was opened in 1893. It is housed in a building, the cost of which was partially defrayed by that good friend to the City, the late Mr. William H. Levin. It is, however, inadequate in size and must be replaced before many years more by a much more spacious building. There is also a Branch Public Library

(with an interesting museum as an annexe) at Newtown, and a smaller similar institution at the hill suburb of Brooklyn. Mr. Herbert Baillie, the Chief Municipal Librarian, is a most efficient and obliging officer who must be credited with a special administrative success in his establishment of a School Library system which is working well and should do much to raise the literary taste of the younger generation.

Amongst other Municipal institutions are an efficient Fire Brigade, possessing the most modern appliances for fire extinction; a Municipal Fish Market, Municipal Abattoirs and a Municipal Crematorium, the only institution of this character, so owned, in Australasia.

Visitors to Wellington will do well to provide themselves with the handy little guide to the tramway system of the City and its suburbs which is published by the Corporation. The electric tramway system of the City is a municipal enterprise and compares well with those of other cities in the Dominion. Including the Power Supply the tramways have cost the City a little over £806,366. The configuration of the City renders a central starting point for all lines, as in Christchurch, impossible, although to some extent, the Post Office Square, lying between the old Post Office and the Queen's Wharf, may be regarded as a central point of activity. The double track routes extend over ten miles, the single over eleven miles. Altogether the miles of single line open for traffic, including loops, total thirty-four. The speed maintained is understood to be superior to that generally obtaining in Christchurch and Dunedin, but a trifle less than the average maintained in Auckland. The visitor will soon be struck by the engineering skill

and enterprise by which the tramway system has been extended to the hill suburbs of Wadestown and Brooklyn, to Kilbirnie and Karori. The general manager of both the City's Electric Lighting, which is thoroughly up-to-date, and the Tramways, is Mr. W. H. Morton, C.E. A trip round the City and suburbs by the electric trams will afford the visitor an excellent idea of the prosperity of Wellington. An observation car runs every day at an inclusive and moderate charge.

Up to a comparatively recent period Wellington was most inadequately provided with parks and sports grounds. Of late years, however, past apathy or excessive economy on the part of the City Corporation has been replaced by a more liberal and enlightened policy. The two oldest, and still most frequented of Wellington's recreation grounds are the Newtown Park and the Basin Reserve. The former, a spacious area occupying a natural amphitheatre and surrounded by well wooded slopes was, for many years, the special happy hunting ground of Wellington's footballers. The establishment of a privately owned ground, the Athletic Park, and the provision of other playing grounds, has lessened the pressure in this direction on the older parks. The Basin Reserve is the traditional home of Wellington cricket, a game in which, probably through the lack of grounds, the Empire City has not shone to so much advantage as in the winter pastime. Amongst later established and popular sports resorts are the Wakefield, Anderson and Kelburn Parks. From the latter, situated immediately above Wellington Terrace in the centre of the City, a magnificent view of the harbour and City is obtained. Central Park, one of the youngest of the City's recreation reserves, situated in a dip of the ground between Upper Willis

Street and the suburb of Brooklyn is being steadily and cleverly beautified by the Reserves Committee. All round the City tree planting is regularly proceeding on the Belt reserves.

No visit to Wellington is complete without an inspection of the interesting and beautiful Botanical Gardens which lie between Kelburn Park and the Tinakori Road, that long artery which hugs the Tinakori Hills and leads out to Karori. Covering an area of 63 acres the Botanical Gardens include a



Kelburn Park

Aldersley, photo.

great variety of trees and shrubs, for the most part of purely native growth. Leading down to the carefully kept and richly stocked flower gardens at the Tinakori Road end are numerous leafy alleyways, in some of which the visitor, surrounded as he is on every side by native trees and ferns might easily imagine himself standing in the heart of some virgin forest. In the Gardens proper, great improvements have been made of recent years. Orna-

mental water, rockeries, conservatories for choice plants, add to the natural charm of the surroundings. In the spring a splendid show of narcissi is to be seen on one of the slopes leading from the main path, but to most visitors the special fascination of the Botanical Gardens will doubtless be the freedom from all artificiality which characterises the native bush and the walks therein. In the summer months Sunday afternoon band concerts attract many of the citizens.

The activities of the Corporation in providing recreation grounds have not been confined to the City itself, the City having recently acquired the Pavilion, recreation grounds and a large section of the beautiful native bush at Day's Bay, formerly the property of the late Captain W. R. Williams. Tennis, croquet, and hockey grounds are available, the lovely bush provides shelter from the sun for picnic parties, and there is safe bathing on the spacious beach. On Sundays and holidays the ferry boats running to Day's Bay (the service is maintained by the Eastbourne Borough Council) are crowded with citizens and their families on recreation bent.

A comparative new-comer amongst the City institutions is the Wellington Zoo, situated on the wooded slopes of Newtown Park. It includes an excellent collection of wild animals and birds of all kinds. An exceptionally fine lion, King Dick, with his spouse and cubs occupy a specially constructed and commodious house and exercise cage, and constitute a never-failing source of entertainment to youthful visitors. Bears, leopards, hyenas, and of course, a collection of monkeys, are included in the collection. A large artificial pond is the home of a sea lion and its mate, deer and other animals occupy netted enclosures, and there is some pretty

ornamental water for wildfowl. A nominal charge of threepence is made for admission (for adults) on week days. Children are admitted free daily.

Though later than her sister cities to foster university education, Wellington now possesses, in the Victoria University, an admirably conducted and most useful institution. Standing on the lower slopes of the Kelburn hills the University is a noticeable landmark, specially prominent from the harbour. Archi-



King Dick Wellington Zoo

Aldersley, photo.

tecturally it is not ungraceful, though standing sadly in need of a completing wing at the northern end. Although still a youthful institution—the Victoria College Act by which it was founded only dating back to 1898—a large number of students own it as Alma Mater. The University serves not only the Wellington province, but the various districts included in what is known as the Middle University District, taking in Hawke's Bay and Poverty Bay, Taranaki, Nelson, Marlborough and Westland as

well as the Wellington district proper. The University possesses an excellent library, and a Student's Association Hall, a separate building, is also a notable adjunct.

The Dominion or, as it was formerly called, the Colonial Museum, situated in Museum Street, at the rear of the temporary Parliament Buildings is decidedly worth a visit. A most interesting valuable collection of Maori curios, mineral and



Victoria College

Aldersley, photo.

zoological specimens, etc., is housed in a sadly inadequate wooden building, soon to be replaced, it is sincerely to be hoped, by a handsome and commodious fireproof edifice. The late Mr. Augustus Hamilton, so well known by his invaluable contributions to the history of Maori Art, and to the literature of New Zealand and Polynesian ethnology and mythology, was specially assiduous in collecting Maori curios. Unfortunately, from lack of sufficient space, they are at present to be inspected under most disadvantageous

conditions. Mr. Hamilton's successor, Dr. J. Allan Thomson, the first of the New Zealand Rhodes Scholars, is proving himself a most enthusiastic and efficient Director, and when once the long promised and badly needed new building is available may be trusted to bring the institution under his charge into line with the museums at Christchurch and Auckland.

The Wellington Art Gallery, the property of the New Zealand Academy of Fine Arts, the high-sounding appellation of the local art society, is situated in Whitmore Street, a stone's throw from the Government Buildings and within five minutes walk of the General Post Office. The building, as it is now, even after the considerable alterations and additions recently effected, is still most lamentably lacking in both dignity and spaciousness. The permanent collection of pictures, however, though not so extensive as those in Auckland and Christchurch, includes a pleasingly high proportion of soundly artistic as distinct from purely popular work. It is particularly strong in works of the younger school of British artists. Amongst the oils are paintings by Frank Brangwyn, (his famous Venetian study, the "Santa Maria Della Salute"), Bernard Priestman, Moffat Lindner, George Clausen, Austin Brown, Fred Hall, Lamorna Birch, Oliver Hall, Alfred Withers, Glyn Philpotts, Mouatt Loudon, Mrs Stanhope Forbes, Laura Knight and others whose names are familiar to visitors to the Royal Academy or New English Art Club exhibitions. There are also some excellent examples of the modern British water colour school, and some interesting etchings and lithographs. Exhibitions of work by local and New Zealand artists generally are held annually in September or October and well deserve the attention of visiting art lovers.

WELLINGTON, THE SEAT OF GOVERNMENT.

It was once a favourite jibe against Wellington that its citizens lived on the Government. Although of late years the industrial and commercial importance of the city has so enormously expanded that



Government Buildings

Alderley, photo.

the removal of the seat of Government to Auckland, Christchurch, or even to the National Park in the interior of the North Island, as was once quite seriously suggested by a member of Parliament, would be no crushing disaster, it must be admitted that being the political capital of the Dominion constitutes a valuable asset. It is, however, quite an error to imagine that any of the successive Governments with which the Dominion has been blessed—

or cursed—since 1863, when Wellington displaced Auckland as the political capital, have ever very substantially favoured Wellington. That such has been the case is a delusion, which dies hard in certain minds—outside Wellington—but it is nevertheless a delusion. So far from the City having been favoured, it has very little for which to thank the State. In their dealing with the City Council and the Harbour Board and in other directions successive Governments have displayed a spirit of economy so accentuated as to merit almost the ugly name of meanness. To-day, Wellington, the capital city of the Dominion, possesses no central railway station, but only two separate collections of ramshackle sheds utterly and grotesquely inadequate to accommodate the traffic and business conducted at such an important terminus. There is talk of a new central station, but talk of such there has been for many years, and still no move is made. That a good deal of public money has been expended on government buildings in Wellington is admitted, but for the most part the expenditure has resulted in considerable economy of administration and constitutes no special favour to the City.

The new Parliament House when completed promises to be a spacious and commodious edifice, of considerable dignity of design. The designer, Mr. John Campbell, the Government Architect, was successful in winning a competition thrown open to the architects of the Dominion: Although sadly retarded by delay in the supply of the marble to be used for the upper part of the building, the work has recently proceeded with more vigour, with the result that the House of Representatives was able to hold its sittings in its new chamber in 1918. The first section of the new building will, it is hoped, be completed by the end of 1919.

Meanwhile, the ex-residence of the Governor, now housed in a new Government House, built on the slopes overlooking South Wellington, is still being used as a home for our legislators, driven out of their old and much more comfortable quarters by the great fire which destroyed the greater part of the old Parliament Buildings, on which occasion the fireproof Library Wing alone survived the disaster.



Government Printing Office

Aldersley, photo.

Visitors to Wellington during the session, which usually commences about the end of June and ends in November, should not omit being present at one of the sittings. In the temporary building the accommodation for "Strangers" was exceedingly limited, the House of Representatives occupying as its chamber what was the ball-room of Government House. Not only was the accommodation limited, but the atmosphere often left much to be desired. Nevertheless, the "Strangers" and

“Ladies” Galleries, access to which, and to seats “behind the Speaker’s Chair” is secured by tickets issued by the Speaker, and obtainable through members, were always crowded. In the new building excellent accommodation is provided for visitors. Truth to tell, Parliament of to-day is somewhat a dull institution. There are no such “shining lights” of debate as made the legislative halls of past times ring with eloquence and wit, but the same thing is said to be noticeable in all latter day legislative assemblies. There are occasions when party strife or personal feeling is responsible for a little temporary excitement, and it may be that the visitor may have the good luck or misfortune—everything depends upon the personal point of view—of being present at some more or less memorable “scene.” Speaking generally, however, the parliamentary atmosphere is, in these latter days, surprisingly placid. On Mondays and Saturdays neither House sits, and visitors have an opportunity, if introduced by a member, of inspecting the buildings. The portraits of past Speakers of the Legislative Council are very interesting.

To many visitors an inspection of the General Assembly Library at the northern or Hill Street end of the legislative block will be specially interesting. The Library, which now contains close upon 100,000 separate catalogued items, is an exceptionally fine collection. On the main staircase are being framed portrait groups of each successive Parliament, portraits of past Prime Ministers, Speakers and others who have been prominent in Parliamentary life. There are also busts of the late Richard John Seddon, Sir Harry Atkinson, Sir John McKenzie, and Sir John Hall. During the Parliamentary recess permits are issued to the public

(upon the recommendation of a member of either House) entitling the holders thereof, to use the Library, and, under certain restrictions, to borrow volumes therefrom. This is, we believe, the only legislative library in the Empire in which* so liberal a privilege is granted to non-members. The average number of permits issued is some 500 to 600. A special feature of the Library is its store of bound New Zealand, Australian and English newspapers. Under the Copyright Act two copies of every newspaper, book or pamphlet published in the Dominion must be sent to the Parliament Library. During the recess visitors to Wellington who desire to use the Library temporarily are admitted thereto on application to the Chief Librarian, Mr. Charles Wilson.

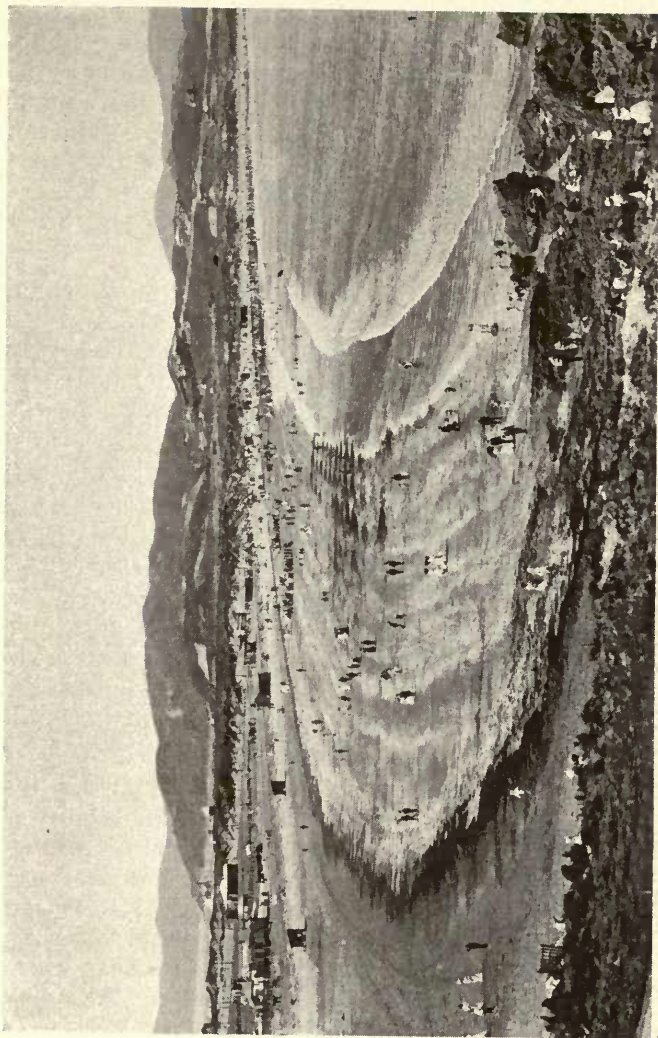
The splendid library formed by the late Mr. Alex. H. Turnbull, and generously bequeathed by him to the State, will, it is expected, be opened to the public early in 1919. The library, the value of which is estimated at £50,000, includes the finest collection of works dealing with the history of New Zealand, Australia, and Polynesia to be found in the Dominion, and is rich in bibliophic treasures of all kinds. The Turnbull Library is under the direct control of Mr. Charles Wilson, the Chief Parliamentary Librarian, Mr. J. C. Andersen acting as Librarian.

WALKS, DRIVES, EXCURSIONS, ETC.

Far too many visitors to Wellington assume that they have duly done the sights of the city when they have performed a few promenades of Lambton Quay, have strolled through the Botanical Gardens, visited Parliament House, or, perhaps, gone as far afield as Newtown Park. As a matter of fact, few New Zealand or Australian cities provide more liberal opportunities for agreeable walks, drives, and excursions. The city's splendid tramway service enables the visitor to avoid any tiresome climbing to the hill suburbs, and rapidly transports the pleasure-seeker to many points of interest along the harbour front, or on the fine ocean beaches of Cook Strait. Visitors should not omit a trip by one of the Corporation's Observation Cars, which usually leave Post Office Square daily (except Sundays) at 9.30 a.m., by which a thirty miles comfortable jaunt can be had for the very moderate charge of half-a-crown.

Lyall Bay and Island Bay can both be reached by tramway. The former possesses a splendid beach, and is rapidly becoming the Manly or Coogee of New Zealand. A tramway trip should also be taken to Seatoun, *viâ* the Miramar peninsula. From Seatoun it is an easy walk to the ocean beach road which leads round to Lyall Bay, while a pleasant walk along the water front in a northerly direction will take the visitor to Karaka Bay and Worsler Bay, the latter for many years the site of the old signal station.

A delightful walk is that which can be made by taking the Brooklyn car and then proceeding through Happy Valley to the coast and Island Bay. From



Lyall Bay

Aldersley, photo.

Island Bay the pedestrian can return to town by the tramway or proceed round the coast to Houghton Bay, where, in rough weather, the wave effects are specially fine, and thence along the excellent road known as the Queen's Drive to Lyall Bay, where again the tramcar can be picked up. From Kilburnie, a fine walk can be obtained round the shores of Evans Bay, past the forts at Shelley Bay, and so on round to Karaka Bay and Seatoun, whence the tramway will bring the visitor back to town.

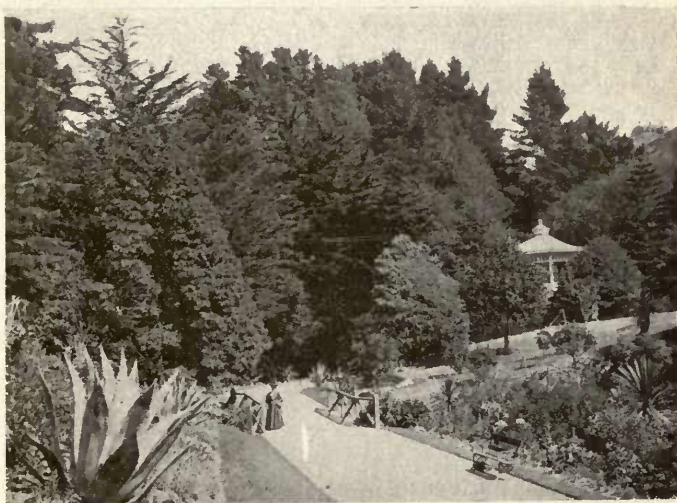
A shorter and very favourite walk, well within the capacity of the average pedestrian, is from the Oriental Bay tram terminus, "round the rocks" as the local phrase goes, to the Wellington Patent Slip and Kilburnie. All these sea-side walks afford a succession of splendid marine views.

A very pleasant inland walk is from the terminal point of the Wadestown car, to a delightful remnant of the virgin forest, which in Wakefield's day practically encircled the waters of Port Nicholson. This is Wilton's Bush, a beautiful public reserve rich in many varieties of native trees and shrubs, and a mine of possible wealth for the collector of ferns. From Wilton's Bush the return journey may be made by way of Karori, whence the ever-useful tram-car will bring the visitor back to the hustling, bustling city.

Another agreeable jaunt may be made through the Kaiwarra Gorge. Starting from the hill suburb of Khandallah, reached by a fifteen minutes' railway journey from the Thorndon station, a short stroll will bring the pedestrian to the Gorge, which, though to-day shorn of much of its old-time beauty of bush, is still possessed of a certain romantic beauty which makes it a favourite sketching-ground of Wellington artists. An hour-and-a-half's walk—at a leisurely

gait—will bring the visitor back to the main road between Wellington and the Hutt. An exceptionally fine view of the central and southern part of the harbour is to be obtained as the Hutt road is approached.

The Wireless Station on the Tinakori Hills is one of the most prominent points in Wellington. Its position would suggest a very stiff climb, but by



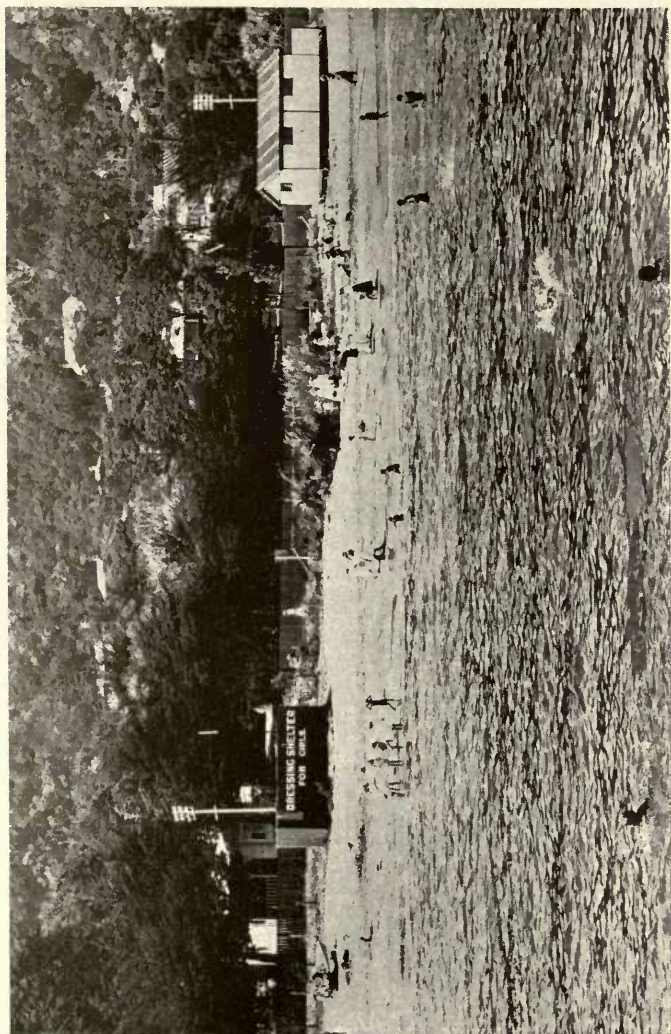
Botanical Gardens

Aldersley, photo.

taking the Wadestown car and proceeding along Weld Street (it is advisable to ask local direction at this stage) the Radio Station can be quite easily reached without fatigue. The return journey may be made by way of the Northland suburb, coming down by way of Garden Road to the beautiful Botanical Gardens. Needless to say the views of ocean and landscape to be obtained from the Radio Station are exceptionally fine.

Visitors to Wellington should certainly not omit a visit to the picturesquely situated city reservoirs, one, the Karori reservoir, close to the town, the other much more extensive basin, at Wainuiomata, behind the hills on the eastern side of the harbour. The Karori reservoir may be reached either by the Kelburn tramway from the top of which a half-hour's stroll through the pretty, although already over-crowded hill suburb, will take the visitor to his objective. The reservoir is bordered by native bush and plantations, and although comparatively close to the city, is so secluded that it might well appear to be many miles away from the turmoil of Lambton Quay. Wainuiomata is best reached by motor, along the Hutt Road to Petone, and thence across the plain of the Hutt Valley to the steep ascent of the hill road. The Wainui is the main source of Wellington's water-supply, and the reservoirs and giant dam, the latter named after the city engineer, Mr. Morton, are rightly regarded as a triumph of engineering skill. The old reservoir contains some thirty million gallons, the new reservoir a hundred and twenty million gallons, the minimum flow of the stream being estimated at three million gallons. At Wainuiomata the visitor will find himself nearly 500 feet above sea-level. The view from the summit of the hill road from the Hutt Valley is simply superb.

The growth of settlement on the eastern shores of the harbour has been very marked during recent years. Eastbourne, as the various settlements at Day's Bay, Rona Bay, and Muritai are now collectively entitled, is now a borough, and whereas at one time the district was principally a summer holiday resort, it now possesses a large and ever-increasing permanent population. The Eastbourne Borough Council now owns and controls a fairly efficient Harbour Ferry Service.



Day's Bay

Hilversley, photo.

A trip to Day's Bay by the commodious and highly-powered steamer, *The Duchess*, will give the visitor some delightful views of the harbour. On arrival at Day's Bay the visitor is recommended to make a brief exploration of the native bush at the back of the Pavilion. Through the generosity of Mrs. Williams, widow of the late Captain Williams, in his day one of the best known of New Zealand shipowners, the City Council, aided also by public subscriptions and a Government grant, has been able to purchase at a very reasonable rate the beautiful pleasure grounds which surround the Pavilion, and a large area of native bush at the rear of the building. The whole is now known as Williams Park. Croquet, tennis, and hockey grounds have been laid out, and in the summer months, especially on public holidays, this is one of the most popular of Wellington's pleasure resorts.

Visitors who are fond of walking should not confine their stay in Eastbourne to Day's Bay, but should make a pilgrimage along the shores of the Harbour as far as the southern end of the most easterly part of the borough, the prettily-named and prettily-situated Muritai. At Rona Bay, mid-way between Day's Bay and Muritai, excessive sub-division has been responsible for a lamentable over-crowding, but further along the harbour the pretty bungalows affected by the residents are further apart, and there is a charming air of rusticity and restfulness. In one of his musical little poems, *The Wellington Verses*, Mr. Boyce Bowden, a young and tuneful local bard, has sung very melodiously of the picturesque charm of Muritai.

Muritai! The very name is muted music on the lips,
Scribed upon the stave of Beauty to the time-beat of the
ships,
Passing inward, questing outward, waking blossoms at the
prow,

Newer flowers to grace the garlands brave upon the harbour
brow.

Laughing maid who braids her tresses when the deep-sea
stranger comes,

Wallowing in between the islands with a sound of muffled
drums.

* * * * *

Roaring seas and wrenching tide-rip, weltering within the
straits,

Racking at the God-burred rivets fastening the outer
gates;

Strides the brutal, blatant ice-gale slouching from the
farthest south,

Smashing with a fist of horror full upon the city's mouth.

Still amid her maze of magic raptured by her jewelled joys,
Muritai smiles through the storm-drift, like a child among
her toys.

* * * * *

From Muritai, the pedestrian who is not affrighted by the prospect of a rather rough walk, may go on to Pencarrow Lighthouse. The return to town from Muritai may be made from the Rona Bay wharf, at which the Day's Bay boats regularly call for passengers. From Day's Bay the Hutt can be reached by a road which goes along the sea-front. At York Bay, Lowry Bay, and other points along the road, are many delightfully-situated summer residences.

Many agreeable excursions may be made in the picturesque valley of the Hutt, which may very well be called the Garden of Wellington. The Bellevue (formerly well-known as McNab's) Gardens should certainly be visited. Reached in a quarter of an hour or so from the Lower Hutt Station, the gardens contain a rich wealth of native and imported shrubs (many of great rarity). Further up the valley Mason's Gardens also deserve attention. In the spring season the show of bulbs is here exceptionally fine. The picturesque Silverstream neighbourhood is a very

favorite picknicking ground for Wellingtonians, and has always possessed a special charm for Wellington artists. Indeed, the place is so closely associated with the work of the younger artists of the city that what is known as the Silverstream School is now quite recognized as a Wellington institution. Mr. Boyce Bowden in his *Wellington Verses* is enthusiastic over the charm of the Silverstream environment, with its verdant pastures, traversed by the smiling, shining, rippling Hutt river and its boundary on either side of gorse-clad hills.

The soft winds of Silverstream walk down the valley aisles
Laden with gorse-scent and many tui-tunes;
They part the sweet manuka scrub and cross the meadow
miles
To frolic with a sea-wind tramping the dunes.

* * * * *

The hunched hills at Silverstream are ponderous with prayer,
And the incense of Silverstream is heavy round their knees;
But the white clouds at Silverstream are twining in the air,
And the swift wings at Silverstream are whirling in the
breeze.

* * * * *

In the Hutt Valley also are three golf links, those of the Hutt, the Wainui, and Wellington Golf Clubs. The Wellington Club's Links picturesquely situated at Heretaunga, can be quickly reached by rail. The club possesses an artistic and commodious club house. Further afield, at Trentham, with a special railway station of its own, is the Wellington Racing Club's course. The Grand Stand and the appointments generally, will well bear comparison with those of the other metropolitan clubs.

